

## VI. Opportunities & Constraints/ Development Potential

### Opportunities and Constraints

The 164<sup>th</sup> Street study area has the potential to redevelop over time in a manner that embodies the characteristics of an Urban Center – high intensity, mixed-use development that supports public transit and fosters pedestrian circulation. It is well located in a fast growing urbanizing area; market information and trends indicate that demand for housing and other land uses in Snohomish County's Southwest UGA will continue to be strong. It is proximate to an interstate highway and a principal arterial (164<sup>th</sup> Street) and over a mile from the Lynnwood Subregional Center. It contains two park-and ride lots (on the west side), and it contains a regional trail, the Interurban Trail, (east side). A future light rail station is planned along I-5.

There is currently a mix of land uses in the study area, providing a variety of services and everyday shopping needs. The general area has experienced recent commercial development (WalMart, Opus), and nearby multi-family residential development. Opportunities to intensify land uses are present over the long term. There are several large parcels of land (on the west side of I-5) that are vacant or that provide significant redevelopment opportunity. Martha Lake, just outside the study area, provides recreational opportunities for area residents.

There are also some constraints that will make development a challenge. The study area is bisected by I-5, which makes joining the east and west portions difficult. Pedestrian circulation is currently quite limited. The east side is generally developed in an auto-oriented suburban pattern; there is little vacant land remaining and the land ownership pattern is fragmented. Much of the commercial development along 164<sup>th</sup> is relatively recent. The west side has challenging topography in some locations that will make pedestrian circulation more difficult. There are also a number of natural environmental constraints (i.e., Swamp Creek and wetlands on the west side) which will limit development in some locations.

**Table 24** summarizes the opportunities and constraints of the 164<sup>th</sup> Street study area.

### Development Potential

Properties may be considered prime for redevelopment when their existing structures are worth less than half the value of the land. Based on this ratio, less than one-half the properties within the study area boundary are ready for redevelopment at this time. There are only a few residential parcels west of I-5 and many of these have already been built upon since the Urban Centers project began and land use data was collected. There are a few parcels along I-5 north of 164<sup>th</sup>, and others in the southeast corner along 172<sup>nd</sup> Street SW.

Over one-half of the properties west of I-5 could be considered to have high development potential. These areas include two existing park-and-ride lots. There are parcels along I-5 and SR-525 which could be developed for residential uses. The area in the southwest corner of the Center has recently been developed with multi-family residential.

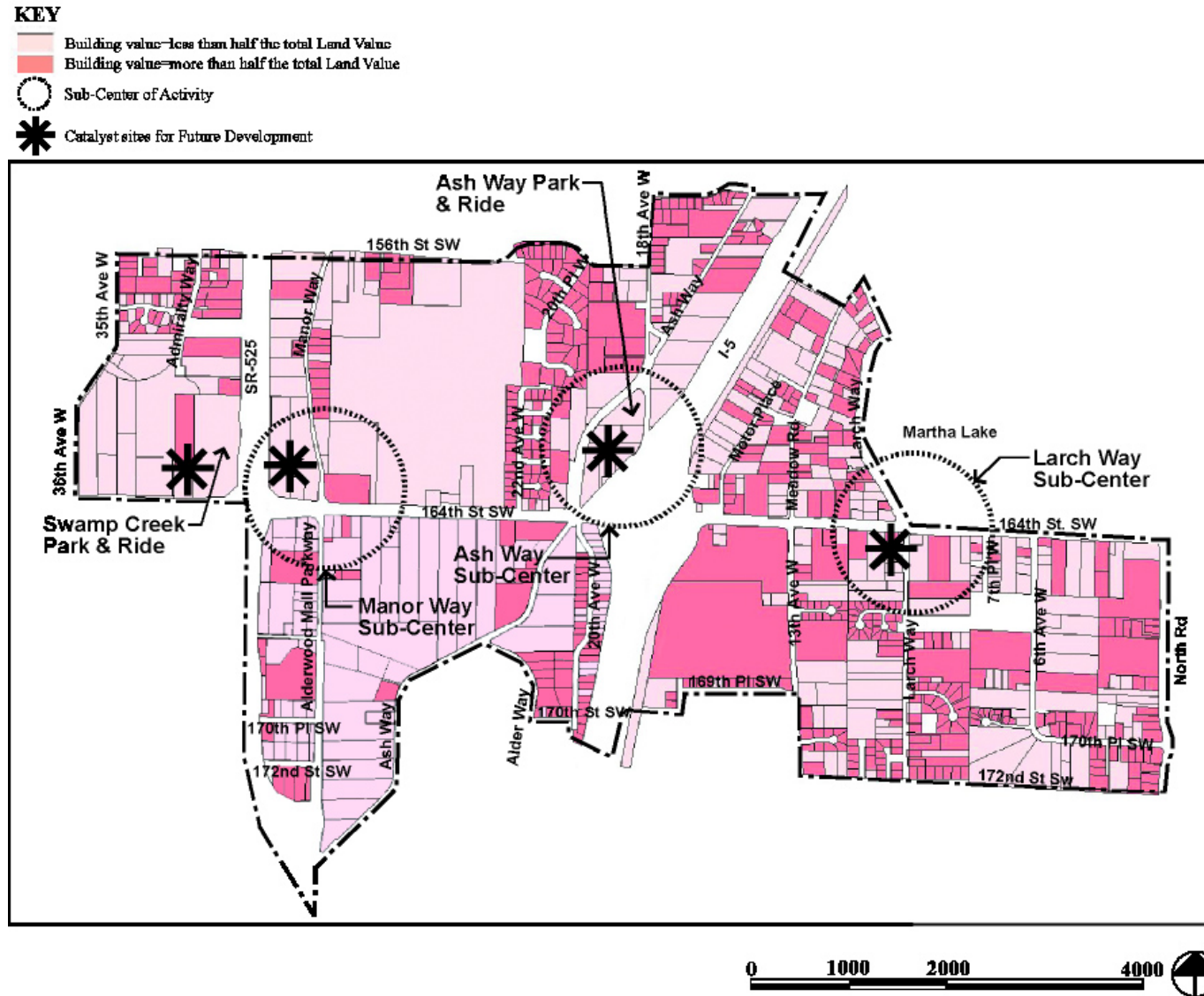
**Table 24**  
**Opportunities & Constraints**

<b>Opportunities</b>	<b>Constraints</b>
<b>Market</b>	
<ul style="list-style-type: none"> <li>• Strong projected population &amp; employment growth</li> <li>• Long-term market for retail, office and residential uses</li> <li>• Current economic cycle provides time to plan</li> </ul>	<ul style="list-style-type: none"> <li>• Uncertainty due to slow down in national and regional economies</li> </ul>
<b>Land Use</b>	
<ul style="list-style-type: none"> <li>• Nearby multi-family</li> <li>• Large redevelopment parcels on west side – Ash Way park and ride, Opus, CT park and ride</li> <li>• Smaller redevelopment sites on east side, and along Ash Way</li> <li>• Potential employment base on Opus site</li> <li>• Nearby park (Martha Lake)</li> <li>• Territorial views</li> </ul>	<ul style="list-style-type: none"> <li>• Freeway separates east and west, is a barrier</li> <li>• Auto oriented land uses and big box on east side</li> <li>• No connections between different uses</li> <li>• Creek, topography, and roads create barriers and divisions</li> <li>• New single family PUD's have few amenities</li> <li>• Limited street frontage on lots south of 164<sup>th</sup></li> </ul>
<b>Transportation</b>	
<ul style="list-style-type: none"> <li>• Good freeway access</li> <li>• Existing bicycle lane</li> <li>• Interurban Trail</li> <li>• Planned improvements (I-5 interchange and HOV lanes, west side of 164<sup>th</sup>)</li> <li>• Good regional bus service</li> <li>• Park and ride lots are well used</li> <li>• Future light rail station</li> </ul>	<ul style="list-style-type: none"> <li>• Heavy traffic on 164<sup>th</sup></li> <li>• No street grid</li> <li>• Transit serves the park and ride lots but not the neighborhoods</li> <li>• No continuous pedestrian connections</li> <li>• Pedestrian/bicycle link across the highways is difficult</li> <li>• Hard to make new east-west connections over I-5 (due to topography and creek on west side)</li> </ul>
<b>Sensitive Areas</b>	
<ul style="list-style-type: none"> <li>• Swamp Creek a potential amenity</li> </ul>	<ul style="list-style-type: none"> <li>• Swamp Creek is a salmon-bearing stream</li> </ul>
<b>Services/Capital Facilities</b>	
<ul style="list-style-type: none"> <li>• Limited sewer service on west side</li> </ul>	

The dark parcels in **Figure 16 – Redevelopment Potential** indicate the areas that are vacant or considered “redevelopable” (i.e., that have structures less than half the value of the land). Some of these areas are constrained, however, by sensitive environmental features (e.g., Swamp Creek).

There are a few aggregations of vacant or redevelopable land, generally west of I-5, that offer near-term potential to create a compact, mixed-use village and to serve as catalyst projects for the balance of the urban center area. These include the properties at the southwest corner of 164<sup>th</sup> and Larch Way, and the Ash Way Park and Ride. Both are located near the site of a major office development currently under construction (Opus property).

Figure 16 – Redevelopment Potential



## Recommendation

On balance, the west side of the study area offers better near-term and mid-term opportunities for redevelopment. Reasons include the presence of several significant redevelopment parcels; two park-and-ride facilities, and the potential for transit oriented development of the Ash Way park-and-ride lot; and proximity to a developing employment base (Opus). On the east side, property ownership is more fragmented, there are no large vacant parcels, and a suburban auto-oriented land use pattern is more established.

It is recommended, therefore, that the focus or center of the 164<sup>th</sup> street urban center be located on the west side of I-5 as shown on Figure 16, and is approximately 568 acres.. Near-term planning and redevelopment should be focused in a “Transit/Pedestrian Village” located along Ash Way. This location contains several vacant and/or redevelopable parcels of land; is located adjacent to a park-and-ride facility and future light rail station; is proximate to a school; and provides the opportunity to create a compact, pedestrian mixed-use area. Sound Transit has conducted preliminary planning for future mixed-use transit oriented development of the park-and-ride lot. This could be coordinated with transit access improvements to I-5 and/or a future light rail station. An urban centers “demonstration project” is being constructed on the west side of Ash Way, across from the entrance to the park-and-ride lot.